App. F. IX-4

*Previous References*

1934.
( Lgs )

File No. 8.34
Serial Nos. S, 8 & 10

*Later References.*

PRESERVED

20

# GENERAL AND REVENUE SECRETARIAT.

*Serial Nos.* Three

**Part B for** Vee 34

**SUBJECT.**

Amendments to the Mysore Motor Vehicles Rules

(C) C/o The Compiler

WD 01965—GPB—15,000—7-7-34

Notification No. P2873 dt. 10/11-12-34

Dr. Atma Raj
8.1.35

Luffis 98-34-5

No. MB.77
Enc. 3435.

OFFICE OF THE DISTRICT MAGISTRATE,
TUMKUR DISTRICT.

*Dated, Tumkur, the* 29th September 1934.

1973 of 34
P

FROM

T.Abdul Khadir, Esquire, B.A.,
~~H.V.RAMASWAMI, ESQ., M.A., B.L.,~~
*District Magistrate, Tumkur District,*
*TUMKUR.*

3 OCT.

To

S. Abdul Majid, Esquire, B.A.,
Secretary to the Govt: of Mysore,
General Department, Bangalore.

Subject.

SIR,

I have the honor to state that under existing rules ( condition 7 of the "G" permit) buses are open to inspection at all times by any officer of the Public Works Department not below the rank of an Assistant Engineer and the person in charge of the vehicle should cause the vehicle to stop and remain stationery as long as it may be necessary. But the officers whom the District Magistrate often consults with regard to the fitness of the brakes, the condition of the vehicle, seating capacity &c., is the Superintendent of Industries & the Bus Inspector. Instances have occurred of bus proprietors and drivers and conductors not making buses available for inspection and even taking every possible means to evade inspections by the above mentioned officers when the latter want to stop the buses while running. I therefore beg to propose that these officers may also be empowered to stop and inspect the buses.

I have the honor to be,
sir,
Your most obedient servant,

T. Abdul Khadir
District Magistrate,
Tumkur District.

Subject
There is an amendment towards this effect proposed and forms one of a number of amendments drafted on the recommendations of the Motor Vehicles Rules Revising Committee and the file is linked with the file of recommendations of M.T.C.
AD, 29/9

What is the amendment proposed!

Advt 4/10

From

To

Dated

Despatched

Received

General No.

No.

Enclosure No.

Serial No.

"The draft amendment is as flag

17

Dom 13/10

I think there is an urgent necessity of amending para 1 of condition 7 of the 'G' permit so as to enable inspections being made of buses by Bus Inspectors As the rules stand at present, the bus Inspector has not power to stop a vehicle & inspect it as to its fitness If approved draft of an amending rule will be published & further action taken -

Gen Secy) MNP 16.10.34

May be approved.
First Member. WMS 17.10.34.

by 18/10

WM 18.10.34

DGT MNP 22/10

Draft Rules

Dom 25/10 WDR 26.10.34

For approval
Gen Secy) MNP 27/10

WM 28.10.34

OFFICE OF THE FIRST MEMBER OF COUNCIL 18 OCT. 1934 No. 2100

NOTE.—Contn. Sheet.

WP 01955—GPB—22,500—12-6-34.

J. Srivastava MNP 29.10.

3

104
1925

General and Revenue Secretariat

File No. 8 of 1934

8

No P 2073 A. 1. 11. 34

The Compiler,

Prohibition draft Amendment for Opinion

Sd/- illegible
30.11.34
Prohibition Notification 957 of P.M-1 of 30.11.34

Letter of 29.11.34 from the Hon'ble Hyder Sahib, Kota Mechanic Bombay Bazar Road Egmore stating with reference to the amendment that experienced Mechanics should be appointed to inspect vehicles.

Draft Notification is submitted for finally publishing the amendment as no other suggestions or objections have been received

may be approved

Gen Secy) 4.12.34

First Member.

5.12.34.

7.12.34.

Draft
4/12
illegible

OFFICE ... FIRST ME ... No. 4475

TYPING ... B. DE... GENL & REV. SECT

General and Revenue Secretariat

File No. of 193

[App: F. III–2

| Serial No. | |
|---|---|
| 10 | Notifn No P 2873 Dt 11-12-34<br>Notifies for general information<br>amendment of para 1 of<br>condition 7 of the G. Permit |

Passed
B
18-12-34

Note—Contn. Sheet.

No P.2072/8 ab/ 1/11/34
Legis 8-34-6

Notification.

The following draft amendment which the Government propose to make under Section 11 of the Mysore Motor Vehicles Regulation, 1926, to the Mysore Motor Vehicles Rules, 1924, issued with Notification No. P. 3015 Legis. 21-22-10 dated the 12th December 1924, as amended from time to time, is hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 30th Nov 1934 and that any suggestions or objections which may be received from any person with respect to the said draft before the date aforesaid will be considered by the Government.

Budget Dept

Draft Amendment

The following shall be substituted for para 1 of condition 7 of the Permit Prescribed under the said Rules:-

"The Vehicle shall at all times be open to inspection by

(a) any Magistrate of or above the second class,

(b) any Police Officer not below the rank of an Inspector of Police,

(c) any Superintendent of Industries,

(d) any Bus Inspector, or

(e) any officer of the Public Works Department not below the rank of an Assistant Engineer."

By order

27/10 General secy

To the Compiler, Legislation

Notification.

The following draft amendments which the Government propose to make under Section 11 of the Myore Motor Vehicles Regulation, 1928, to the Myore Motor Vehicles Rules, 1925, issued with Notification No. P. 3015 Legis. 21-22-10 dated the 12th December 1925, as amended from time to time, are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the and that any suggestions or objections which may be received from any person with respect to the said draft before the date aforesaid will be considered by the Government.

[illegible] for the printing and supply of [illegible] to the Secretary No P 2074 dt 1/11/34 copy to the Commissioner of with reference to his letter No [illegible] dt 29.9.34

By order

[illegible]

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P 2073 Legis 8-34-8

General and Revenue Secretariat,
Dated Bangalore 29th October 193 4

1-11

NOTIFICATION.

The following draft amendment which the Government proposes to make under Section 11 of the Mysore Motor Vehicles Regulation, 1930, to the Mysore Motor Vehicles Rules, 1934, issued with Notification No.P.3018/Legis. 21-28-10 dated the 18th December 1934, as amended from time to time, is hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 30th November 1934 and that any suggestions or objections which may be received from any person with respect to the said draft before the date aforesaid will be considered by the Government:

Draft Amendment.

The following shall be substituted for para 1 of condition 7 of the Permit prescribed under the said Rules:-

" The Vehicle shall at all times be open to inspection by

(a) any Magistrate of or above the second class,

(b) any Police Officer not below the rank of an Inspector of Police.

(c) any Superintendent of Industries,

(d) any Bus Inspector, or

(e) any officer of the Public Works Department not below the rank of an Assistant Engineer.

BY ORDER,

for SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette for publication and for the printing and supply of 12 copies to the Secretariat.

4

## GENERAL SECRETARIAT

*No. P.* 2073—*Legis.* 8-34-8, *dated* 29*th October*—1*st November* 1934.

The following draft amendment which the Government propose to make under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules, 1924. issued with Notification No. P. 3015—Legis. 21-22-10, dated the 12th December 1924, as amended from time to time, is hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 30th November 1934 and that any suggestions or objections which may be received from any person with respect to the said draft before the date aforesaid will be considered by the Government :—

*Draft Amendment.*

The following shall be substituted for para 1 of condition 7 of the ' G ' Permit prescribed under the said Rules :—

" The Vehicle shall at all times be open to inspection by

(*a*) any Magistrate of or above the Second Class,
(*b*) any Police Officer not below the rank of an Inspector of Police,
(*c*) any Superintendent of Industries,
(*d*) any Bus Inspector, or
(*e*) any Officer of the Public Works Department not below the rank of an Assistant Engineer.

By Order,
S. ABDUL WAJID,
*Secretary to Government,*
*General Department.*

3016 p 34 5

Pet. No. 840

OFFICE OF THE DEWAN OF MYSORE,

*Bangalore, dated* 29 : 11 : 1934

The accompanying petition addressed to the Dewan is forwarded, with compliments, to the Chief Secretary to Government, for disposal.

Lyn

CHIEF SECRETARY
29 NOV. 1934

29/11

By Order,

~~Private Secretary to the Dewan.~~

pd 30/11

OFFICE OF THE DEWAN OF MYSORE
Date of Receipt 29.11.34
Post. Regr. No. 8.40



b

Amin-ul-mulk, Sir Mirza Mahamud Ismail
KT, B.A., C.I.E., O.B.E.,
Dewan of Mysore,
Bangalore.

May it please your Excellency,

I the undersigned most respectfully beg to bring the following few lines to your Kind Consideration and request the favour of your Kind Sanct

I beg to state that S.-M. S. Hyder Sahib being well experienced in automobile engineering and well aware of the real facts of running motor bus services, with detailed knowledge of the incomes and expenditures acrued by running such services, I want to lay before your honour, without any exaggeration the real facts and to show your honour, the false representations made by the bus owners in the bus Strike caused by the enhancement of the road cess.

I beg to state that I have herewith given my suggestions and objections in the matter of

a) Enhancement of road cess

b) Draft amendment which the government propose to make under the motor Vehicles Regulation and rules, with my humble respects.

I further beg to state that if I am wrong in making the following statements in any detail, I humbly request your honour, to kindly excuse me.

I beg to remain
Your Excellency
your most obedient Servant
M. S. Hyder Sahib
Motor mechanic
Bamboo Bazaar Road,
Mysore.

Suggestions and objections in the matter of Enhancement of Road cess.

Details of income and expenditure accrued when running bus services.

I. The cost of motor passenger bus

| | |
|---|---|
| a) The cost of motor bus chassis | Rs 2600. |
| b) Expenses for building the body on the chassis with all the necessary accessories. | Rs 400. |
| Total cost of one 22 passenger bus | Rs 3000. |
| c) If the motor bus chassis is taken on hire purchase system the amount of monthly instalment is | Rs 233. |

II Expenses when actually running

For example the running cost of motor bus service between Mysore and Bangalore is taken, a distance of 86 miles for both up and down journeys.

| | Rs as Ps |
|---|---|
| a) Petrol : For both up and down journeys : 12 Gallons at the rate of Rs 1-9-3 per gallon | 18-15-0 |
| b) oil | 1-12-0 |
| c) Drivers travelling allowance & pay | 1-4-0 |
| d) Conductors " " " " | 0-12-0 |
| e) Wear and Tear (of motor chassis) tyres, tubes and other accessories and expenses | 10-0-0 |
| f) Road cess for 86 miles at 2 as per mile | 10-12-0 |
| g) Toll | 5-0-0 |
| Total expenses for running a bus service between Mysore and Bangalore a distance of 86 miles | Rs 48-7-0 |

III Income

22 passengers to Bangalore at the rate of Rs 2-0-0 per passenger. Rs 44-0-0

For up and down journeys Rs 88-0-0

Therefore the total income is Rs 88-00

The total expenditure is Rs 48-7-0

So the net profit is Rs 39-9-0. or roughly Rs 40-0-0

So the net profit for one day for running a bus service between Mysore and Bangalore excluding all expenses is Rs 40-0-0

The net profit by running a bus service between Mysore and Bangalore for one day is Rs 40-0-0

For one month Rs 40-00 × 30 = Rs 1200-0-0

For one year 1200 × 12 = Rs 14,400-0-0

The net profit amounts to Rs 14,400 per year.

The bus owners may argue that the cost of the petrol and oil is high as also that of the tyres, tubes and other accessories. But the prices of the motor accessories, tyres, tubes etc are being decreased. your honour, may also be aware of the reduction of prices in motor cars, and accessories. The cost of the petrol few years back was Rs 2-0-0 per gallon. The motor bus services were run then smoothly without any compaint. Again in the pre war and post war period the prices of the motor spare parts and accessories were high, too high when we take into consideration the prevailing rates. The bus owners never emplained them that their income was low because they had good income. And the income has increased now because the cost of the petrol is reduced to Rs 1-9-3 and the cost of the spare parts & accessories have also been very much reduced. Moreover the bus owners get commission and get at cheap rates spare parts etc when they get them in large quantities or when they get them direct from the company.

The bus owners may argue that they do not get good traffic all the year round. This is not completely true. There will always be 15 to 18 passengers in the bus and moreover the remaining seats are filled up by the passengers on the road between intermediary stations. If the bus drivers and conductors do not find passengers to their bus, they compete with the other bus drivers and conductors running their bus on the same line and on the way they force the passengers to pay the full amount. Besides passengers are charged more than proportionate rates between intermediary stations. Thus for example :- The rate from Mysore to Bangalore is Rs 2. If a passenger starts from Seringapatam the bus conductor will force the passenger to pay not less than 1-14-0

the rate from Mysore to Seringpatam is as 6. Thus the Seringpatam passenger is forced to pay more for Bangalore. Besides the bus owner gets 6 as from the Mysore passenger to Seringpatam and Rs 1-14-0 from the Seringpatam passenger to Bangalore. Thus in all the bus owner gets Rs 2-4-0 for one seat to Bangalore.

Further the bus owners may complain that they do not have good income during certain seasons. But one may argue that they charge more during jatras and festivals such as Dasara in Mysore etc. But we shall take off the sum of Rs 4,400 from Rs 14,400 total net profit per year as compensation, thus leaving a single net profit of Rs 10,000 per year for a bus owner who runs his service between Mysore and Bangalore. The same amount of net profit may be calculate proportionately between shorter or longer distances. The net profit of Rs 10,000 per year is not a small sum but a fortune. There are glowing instances of some bus owners of Mysore city who have amassed fabulous wealth by running bus services. Firstly there is the Owner of V.R. Brothers Services who is worth more than a lakh and who has bought two cinema theatres in Mysore and is managing them. Few years back he was a petty cycle shop repairer now a wealthy man. Secondly there is the instance of of the owner of the C.P.C. bus services who pays the road tax and toll by ~~five~~ thousands and who has got quite a number of services over different lines, who has almost monopolised the bus service lines in Mysore. There is absolute truth in saying that the bus owners amass wealth by running services and it is false that they work under loss.

Let the bus owners be asked to send up their income and expenditure lists to government and let this list be compared, contrasted and scrutinised with them. Then it will be known that the bus owners are getting enormous profits.

I make another suggestion. Let your honour, charge charge 2 annas as road cess where there is railway connection and one anna where there ~~is~~ no railway connection. If the rates or cess is

uniform the railway will suffer.

Now let the passenger rates be compared.

The railway train III class rate to Bangalore from Mysore is Rs 2-12-9 or 345 pies and this works to 4 pies per mile. The bus passenger rate to Bangalore from Mysore a distance of 86 miles is Rs 2-00 or 384 pies or 4½ pies per mile. Thus we see that the bus rate is higher by ½ pies than the railway rate.

The cost of running the railway train (worth lakhs of rupees) is huge when compared with the cost of running a bus service (worth Rs 3000). Besides the train service to Bangalore is run on scheduled time, and also safe. But the buses have no scheduled time (though there is such fixed hours they dont follow). The buses start late and reach the destination late with continual fear of accidents on the way. The passengers have to pay ½ pies more if they travell in the buses and also suffer due to delay. As the cost of running the train is huge it is reasonable to charge 4 pies per mile and as the cost of running bus is low, is it not reasonable to charge 3 pies per mile. The government should think about this and lower the rates of the bus passenger fares and the road cess must be remain the same where there are railway connections.

In my opinion the enhancement of the road cess is in no way a loss to the bus owners and that it is quite appropriate. The road cess must be the same where there are railway connections and I suggest that the cess may be lowered where there is no railway connection.

Suggestions and objections on the draft amendment which the Government propose to make as published in General Secretariat's notification no-P. 2073 in the Mysore gazette Part III - 1 of November 8th 1934.

The above notification states that

"The Vehicle shall at all times be open to inspection by

a) any magistrate of or above the Seend class
b) any police officer not below the rank of an inspector of Police.
c) any Superintendent of Industries
d) any bus inspector, or
e) any officer of the public works department not below the rank of an Assistant-Engineer.

and persons likely to be affected thereby ---- (to make) --- any suggestions or objections which may be received from any person with respect to the said draft ---- will be considered by government.

A person who inspects a motor Vehicle must be an expert mechanic, excellent driver and must have undergone training in automobile and mechanical Engineering. He must have experience and also worked i.e. undergone practical training for a good period. If such an expert is appointed to inspect the Vehicles then he will be a competant authority to inspect and give a correct opinion of the Vehicle under inspection. If a person is not experienced his suggestions and objections will not be original and correct and his judgements may end in loss to the bus and lorry owners. Therefore it is suggested that a well experienced person in the automobile and mechanical line will be a better authority to inspect the Vehicles.

The suggestions and objections made by an inexperienced inspector leads to heavy losses on the part of the bus owners, drivers and Conductors.

An experienced person must have under gone training in automobile and mechanical

engineering and also as a motor driver for not less than 20 to 25 years and must have experience in having handled all makes and models of motor vehicles.

A less experienced mechanic will have less knowledge and will have handled or have knowledge of less number of motor vehicles of different makes and models. So a little experienced person in motor vehicles will not be able to give an exhaustive judgement of the fitness of the vehicle.

An officer appointed to inspect the motor lorries and buses being not well experienced in the line, may pass faulty judgements. A bus in a really good condition may be condemned and a bus which for outside appearance is nice to look at may be passed as quite alright.

And besides if a bus or a lorry is condemned as not fit for running in midway between two intermediary stations the passengers will be put into unnecessary trouble along with the bus drivers and conductors. This not only causes loss to the owners but delay and heavy loss on the part of the passengers. The passengers will then complain about these disturbances caused to them on the roadside.

Again the manufacturers of buses and lorries may complain that their products have been misjudged by inexperienced men ~~who have~~ who have little knowledge in the automible and mechanical Engineering.

In view of the smooth running of the passenger bus services without any loss or damage to the owners of such services and passengers it is suggested that persons who are experts in the automobile and mechanical Engineering courses and also undergone practical training as motor drivers for not less than 20 to 25 years ~~must~~ be appointed to inspect the motor vehicles.

I, M. S. Hyder Sahib being well experienced in the automobile and mechanical engineering and also having undergone practical training in the driving and mechanical sections of this trade for the last 40 years and also being a bus owner for some time, I have suggested to your honour, the following suggestions and objections in the proposed amendment regarding ~~the inspection of~~ the Motor Vehicles regulation and rules, for your kind persual and action.

14 db

No P2873 Legis 6-36-10 dt 11/12/34

## Notification.

In exercise of the powers conferred by section 11 of the Mysore Motor Vehicles Regulation, 1928, the Government of His Highness the Maharaja are pleased to issue the following further amendments to the Mysore Motor Vehicles Rules issued with Notification P.3015/Legis.21-22-10 dated 12th December 1924, the draft rules having already been notified with No P 2073 dt Legis 8-34-8 dt 29.10.1934; at page 957 of Part III of the Mysore Gazette dt 8.11.34

*~~Draft~~ Amendment.*

The following shall be substituted for para 1 of condition 7 of the 'G' Permit prescribed under the said Rules:—

"The Vehicle shall at all times be open to inspection by

(*a*) any Magistrate of or above the Second Class,
(*b*) any Police Officer not below the rank of an Inspector of Police,
(*c*) any Superintendent of Industries,
(*d*) any Bus Inspector, or
(*e*) any Officer of the Public Works Department not below the rank of an Assistant Engineer.

By Order,

Secretary

To

The Compiler, Mysore Gazette

For publication in the next issue

printing & supply of 25 copies to the Secy & 12 copies to the Dept. of Mines & Geology

Sd
4/12

15

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No..... General and Revenue Secretariat,

Dated Bangalore 9th December 1934.

NOTIFICATION.

In exercise of the powers conferred by Section 11 of the Mysore Motor Vehicles Regulation, 1928, the Government of His Highness the Maharaja are pleased to issue the following further amendments to the Mysore Motor Vehicles Rules issued with Notification No.P.3015/Legis.21-22-10 dated 12th December 1924, the draft rules having already been notified with No.I.2073 Legis.8.34.8 dated 29th October 1934, at page 957 of Part III-1 of the Mysore Gazette dated 8th November 1934 :-

Amendment.

The following shall be substituted for para 1 of condition 7 of the "G" Permit prescribed under the said Rules :-

"The Vehicle shall at all times be open to inspection by

(a) any Magistrate of or above the Second Class,

(b) any Police Officer not below the rank of an Inspector of Police,

(c) any Superintendent of Industries,

(d) any Bus Inspector, or

(e) any Officer of the Public Works Department not below the rank of an Assistant Engineer.

By Order,

for General Secretary to Government.

The Compiler, Mysore Gazette, for publication in Part IV and for the printing and supply of 25 copies to the Secretariat and 12 copies to the Inspector General of [illegible]

G.R.S. 447

No.....

# GENERAL AND REVENUE SECRETARIAT.

## Unofficial Memorandum.

The cases noted below were referred unofficially to the

Department, on the dates specified.

Will the Department kindly say when their return may be expected, or inform the General and Revenue Secretariat what action, if any, has been taken on them?

It is requested that the General and Revenue Secretariat may be favoured with a reply to this reminder not later than the

*Dated*.....

.....*190* .

## Routine Notes.

[To be

46

NOTIFICATION.

*No. P.* 2873—*Legis.* 8-34-10, *dated Bangalore,* 10—11*th December* 1934.

In exercise of the powers conferred by Section 11 of the Mysore Motor Vehicles Regulation, 1928, the Government of His Highness the Maharaja are pleased to issue the following further amendments to the Mysore Motor Vehicles Rules issued with Notification No. P. 3015—Legis. 21-22-10, dated 12th December 1924, the draft rules having already been notified with No. P. 2073—Legis. 8-34-8, dated 29th October 1934, at page 957 of Part III-1 of the *Mysore Gazette*, dated 8th November 1934 :—

AMENDMENT.

The following shall be substituted for para 1 of condition 7 of the "G" Permit prescribed under the said Rules :—

"The Vehicle shall, at all times, be open to inspection by—

(*a*) any Magistrate of or above the Second Class,
(*b*) any Police Officer not below the rank of an Inspector of Police,
(*c*) any Superintendent of Industries,
(*d*) any Bus Inspector, or
(*e*) any Officer of the Public Works Department not below the rank of an Assistant Engineer.

By Order,

S. ABDUL WAJID,
*Secretary to Government,*
*General Department.*

G.R.S. 44]

No.....

# GENERAL AND REVENUE SECRETARIAT.

## Unofficial Memorandum.

The cases noted below were referred unofficially to the

Department, on the dates specified.

Will the Department kindly say when their return may be expected, or inform the General and Revenue Secretariat what action, if any, has been taken on them?

It is requested that the General and Revenue Secretariat may be favoured with a reply to this reminder not later than the

*Dated*.....
.....*190* .

GPB—4,000—16-1-06.